

What the Ops Team is Talking About

Memo to Club CFI's and other interested parties - Oct 2018 - *please forward to your instructors.*

A summary of the key items discussed at the Ops Team on-line meeting on 16 October 2018.
David Moody (North), David Hirst (Central), Graham Erikson (South) and Martyn Cook (NOO).

1. Passenger Ratings: Consideration is being given to providing for a restricted passenger rating prior to QGP. All other parts of the QGP syllabus apart from the cross-country flight would need to be completed, including a demonstrated outlanding. The intention is to provide for pilots who would be competent and safe to carry a passenger, but who have not yet completed a qualifying cross-country flight. Or it might be the start of winter and soaring opportunities are scarce.

The argument in favour is based on reports that some pilots really don't want to fly cross-country, or feel that their site doesn't allow this to be done safely, but they would still like to take a friend for a local passenger flight.

Arguments against are that the Civil Aviation Rules require a pilot to have a licence (QGP in our case) before carrying a passenger, and that the passenger rating is one of the carrots that gets pilots through their QGP syllabus. A rule exemption might be possible if each such flight was performed under the direct supervision of a gliding instructor, and it would then be up to Gliding NZ to ensure that "robust procedures around this process were in place". Also, relying on a loophole in the rules might be acceptable to CAA but might not stand up very well in a civil court or an insurance claim.

2. Recent Additions to Moodle: The draft training program is at moodle.gliding.co.nz. "Safe speed near the ground" has been revised upward, following a rash of email submissions and discussion. Arguments centred around the handling of newer fibreglass gliders and a review of accident records and commentaries internationally - in particular that most incidents occur when turns are being made or recovered from.

The proposed new mantra is to maintain a safe speed "when turning near terrain" - which includes ridge soaring, thermalling against mountain sides and flying a circuit to land. Note that after the turns in a circuit have been completed and the wings are level again the speed can be reduced. The proposed formula for such a safe speed is " $1.5 \times \text{stall speed} + 1/2 \text{ wind speed}$ ".

3. Review of Incident Reports: There were 6 new incidents tabled:

- brakes came open on aerotow due to not being locked, P1 not current, checks were interrupted
- weak link on tow rope at tug end found to be stretched, hole elongated, all ready to fail
- undercarriage door partly torn off after landing then taxiing through long grass
- ground loop after landing in long grass and letting the glider roll forward, not stopping promptly
- L'Hotelier locking sleeve on airbrake control found in unlocked position after glider had flown
- harness straps not correctly threaded through buckles at aircraft attachment points

4. Instructor Training: David Moody reminded us that there will be a training weekend for instructors at Matamata on 27/28 October. At present there are 13 candidate Instructors enrolled, plus 3 candidates for Instructor Trainer. There are 7 trainers available. There was discussion around making best use of the time and aircraft. The course will run 2 streams: one stream preparing for the flight and debriefing after while the other is flying, then swapping over.

5. Amendments to Instructor Manual: Graham Erikson has been working for many months on an update and expansion of the winch launching section of the Instructors' Manual. The current version (v 22) is being sent out to all CFI's with this edition of Ops Team Talking. Instructors at winching clubs are invited to read this and send comments directly to grahamerikson@xtra.co.nz.